

Message Text

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AMEMBASSY LUSAKA

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AMEMBASSY MBABANE

AMEMBASSY PRETORIA

C O N F I D E N T I A L MAPUTO 1417

E.O. 11652: GDS

TAGS: ELTN, EAID, MZ

SUBJECT: SOUTHER AFRICA TRANSPORT STUDY

REF: STATE 271353

1. POST CONCURS WITH CONCLUSION A OF REFTTEL PARA 2, BUT CANNOT AGREE WITH CONCLUSION B THAT EXISTING RAIL ROUTES IN MOZAMBIQUE DO NOT REQUIRE MAJOR REHABILITATION. STUDY DONE UNDER UNDP AUSPICES OF ENTIRE MOZAMBIKAN SYSTEM BY CANADIAN PACIFIC RAILWAY DISCUSSES NEED FOR MAJOR REHABILITATIONS, ESPECIALLY OF BEIRA-RHODESIAN SYSTEM. COPY OF THIS VERY THOROUGH REPORT WAS POUCHED UNDER COVER OF OM TO INR SEVERAL MONTHS AGO.

2. IN SECTION III, COUNTRY SUMMARY, POST NOTICES SEVERAL DISCREPANCIES ON MOZAMBIQUE SECTION BEGINNING ON PAGE III-25;

A. MOZAMBIQUE IS NOT THE "MOST RECENT AFRICAN COUNTRY TO GAIN INDEPENDENCE," NOR HAS THE "FLOW OF TRAFFIC
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FROM THE LANDLOCKED HINTERLAND VIRTUALLY CEASED."

RHODESIAN TRAFFIC, HAS, OF COURSE, STOPPED, BUT ZAMBIAN, MALAWIAN AND SOUTH AFRICAN TRAFFIC CONTINUES, ALBEIT IN REDUCED QUANTITIES.

B. REDUCED FLOW OF SOUTH AFRICAN TRAFFIC HAS NOT BEEN INTENTIONAL, AS REPORT STATES. REDUCED SOUTH AFRICAN GENERAL CARGO THROUGH MAPUTO IS DUE TO FEAR OF SOUTH AFRICAN MERCHANTS THAT THEIR GOODS MAY NOT ARRIVE AT DESTINATION. SOME OF THE REDUCTION ALSO DUE TO LOWER PRODUCTIVITY IN MAPUTO PORT.

C. ON PAGE III-26, THE STATEMENT THAT "MAPUTO HAS BEEN HURT MUCH LESS BY UDI AND THE RECENT CLOSING OF THE RHODESIAN BORDER THAN BEIRA HAS" REQUIRES SOME MODIFICATION. WHILE IT IS TRUE THAT RHODESIAN TRAFFIC ACCOUNTED FOR A GREATER PERCENTAGE OF BEIRA'S TOTAL TRAFFIC, A GREATER VOLUME OF RHODESIAN TRAFFIC TRANSITED THE PORT OF MAPUTO. THUS THE BORDER CLOSURE HEAVILY AFFECTS MAPUTO AS WELL AS BEIRA.

D. POST ALSO QUESTIONS STATEMENT THAT NACALA WILL GET MORE OF RHODESIAN TRAFFIC THAN WILL BEIRA WHEN BORDER IS RE-OPENED. THIS IS UNCLEAR, AND DEPENDS HEAVILY ON EXPANSION OF NACALA, WHICH IS DOUBTFUL AT THIS TIME.

E. STATEMENT THAT "MANY MIDDLE CLASS BLACKS WHO COULD BE OF IMMENSE VALUE TO THE NEW NATION ARE CURRENTLY OCCUPIED IN LEARNING THE NEW PHILOSOPHY" SHOULD BE EXCISED FROM THE REPORT.

3. SECTION OF REPORT ON REGIONAL AIR TRANSPORT ANALYSIS DID NOT MENTION MOZAMBIQUE IN THE CONTEXT OF A REGIONALLY INTEGRATED AIRLINE. IN LIGHT OF MOZAMBIQUE'S PRESENT PLANS TO ACQUIRE TWO BOEING 707'S FROM THE U.S., THE NATIONAL AIRLINE LACK OF ANY OTHER LONG RANGE AIRCRAFT, AND THE POLITICAL COOPERATION AMONG THE MOZAMBIKAN, TANZANIAN AND ZAMBIAN REGIMES, SOME TYPE OF REGIONAL AIR COOPERATION AMONG THE THREE COUNTRIES SEEMS TO US A POSSIBILITY. THIS SECTION OF THE REPORT SHOULD ALSO HAVE MENTIONED THE "NAIROBI HUB," AS WELL AS THE JOHANNESBURG HUB," SINCE NAIROBI CERTAINLY PROVIDES IMPORTANT LINKS BETWEEN EAST AFRICA AND ROW, AND FOR POLITICAL REASONS
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IS USED BY MOST EAST AFRICAN TRAVELERS.

4. REPORT GLOSSES OVER MOZAMBIQUE'S PRIORITY NEED FOR DEVELOPMENT OF SECONDARY ROADS. GPRM HAS INDICATED TO EMBASSY THAT IS PLANS USE MOST OF \$10 MILION CASH PORTION OF U.S. CONTRIBUTION TO THE UN SANCTIONS OFFSET FUND TO BUY EQUIPMENT FOR CONSTRUCTION OF FEEDER ROADS. ROAD DEVELOPMENT WILL LIKELY

CONTINUE TO BE A TOP PRIORITY PROJECT FOR GPRM.
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